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COUNTRY East Germany REPORT NO. [REDACTED]  
 TOPIC Brandenburg-Arado Airfield

EVALUATION see below PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT 11 to 29 July 1953 25X1A

DATE OBTAINED [REDACTED] DATE PREPARED 14 August 1953

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

[REDACTED]

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[REDACTED]

1. The following air activity and aircraft were observed at Brandenburg-Arado

airfield between 11 and 29 July 1953:

25X1X 11 July. At 7 p.m., 40 canvas-covered Il-10s were counted on the eastern

edge of the field.

12 July. There was no air activity. The 40 Il-10s were still parked along

the northern edge.

13 July. At 8 a.m., maintenance work was being done on three of the Il-10s

parked at the field. Local flights or factory test flights were occasionally

made during the course of the day.

14 July. There was a small amount of practice flying conducted by 6 to 8

Il-10s until 1 p.m. A few slights were made in the afternoon between

intermittent rain show rs. Two Po-2s practiced flying between 7 p.m. and

9 p.m.

15 July. Throughout the day, flights were made by Il-10s which landed

immediately after the beginning of rain.

16 to 29 July. Practice flights by up to 10 planes were made almost every

day and sometimes even at night. Some of the planes were being given a new

coat of paint, however, most of the aircraft remained unchanged. Truck

[REDACTED] was observed entering and leaving the field.

2. The following observations were made at the field between 16 and 28 July:

16 July. At 8 a.m., a squadron of 8 Il-10s took off and departed in one

formation, while the weather was cloudy. The formation returned after 40 to

45 minutes. Short before the landing, a second squadron took off and also

returned after about 45 minutes. Similar flights were made in the afternoon.

19 July. At 2:15 p.m., 34 Il-10s were counted at the field. There was no

air activity.

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21 July. At 9 a.m., the same aircraft were observed as on 19 July.

23 July. At 11:50 a.m., landings were made by 2 Il-10s coming from the east and subsequently by 4 squadrons of 9 to 10 Il-10s each. In addition to the usual occupation, 41 Il-10s were parked on the southern edge of the field north of Neuendorf at 2:15 p.m. Of these planes, one squadron each took off at 2:30 p.m. and 2:40 p.m. respectively.

the planes parked at the southern edge of the field had blue propeller hubs and a stripe, 5 to 8 cm wide, on the leading edge of the rudder assembly.

The aircraft took off in formations of 4 to 6 planes until 4 p.m. at regular intervals. At 2:40 p.m., air force soldiers were issued food from four field kitchens coveled to trucks at the field.

25 July. There was no air activity between 3 p.m. and 6 p.m.

28 July. At 9 a.m., there was local flying by Il-10s. At 10 a.m., flying was practiced by a Po-2 which apparently was being flown by an inexperienced pilot. At 8:30 p.m., 7 to 9 Il-10s circled the field three or four times and made low level attacks. Subsequently, individual flights were made. Air activity still continued at 11 p.m. After nightfall, a searchlight located in the direction of Brandenburg-Briest was in operation as was the light in the wooden cabin on the top of a building of the Artillerie Kaserne.

Comment. Brandenburg-Adado airfield is still occupied by a ground attack regiment which is equipped with about 50 Il-10s. The aircraft of this regiment conducted the usual air activity. In addition, young pilots practiced on Po-2s. The Il-10s which landed at the field on 23 July belong to the ground attack regiment in Stendal as was inferred by their tactical symbols. According to another report covering the same period, these aircraft released bombs and fired aircraft weapons over the Gadow-Rosow target range. After this exercise, the planes made an intermediate landing at Brandenburg-Adado airfield before returning to Stendal.

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